

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1. Cancelled
2. Cancelled
3. Cancelled
4. Cancelled.
5. Cancelled
6. (Amended) The ~~wheel-suspension~~motor vehicle as claimed in claim ~~113~~, wherein the transverse leaf spring consists of glass fibers embedded in epoxy resin.
7. (Amended) The ~~wheel-suspension~~motor vehicle as claimed in claim ~~113~~, wherein at least one portion of the transverse leaf spring is reinforced by fibers wound around a core.
8. (Amended) The ~~wheel-suspension~~motor vehicle as claimed in claim ~~113~~, wherein at least one end of the transverse leaf spring is coupled to a longitudinal link mounted on the motor vehicle body.
9. Cancelled

10. (Amended) The ~~wheel suspension~~motor vehicle as claimed in claim ~~11~~13, wherein the transverse leaf spring bearing has a thickening surrounding the transverse leaf spring and the axial ends of which consist of planar surface pieces.

11. (Amended) The ~~wheel suspension~~motor vehicle as claimed in claim 10, wherein the thickening is surrounded by a casing consisting of elastic material which is framed in a housing shell.

12. (Amended) The ~~wheel suspension~~motor vehicle as claimed in claim 11, wherein the elastic material is rubber.

13. (Newly added) A motor vehicle having a wheel suspension including a transverse leaf spring, wherein the transverse leaf spring comprises:

- a middle region extending generally transversely to the motor vehicle;
- a torsional portion extending generally parallel with a longitudinal axis of the motor vehicle;
- a first arc connecting a first end of the middle region with a first end of the torsional portion;
- an end portion extending generally transversely to the motor vehicle and having a wheel-side end adapted for connection to at least one wheel carrier;
- a transverse leaf spring bearing connected to the end portion and adapted for connection to a body of the vehicle; and
- a second arc connecting a second end of the torsional portion with a second end of the end portion.

14. (Newly added) The wheel suspension as claimed in claim 13, wherein at least a portion of the middle region has a first bending rigidity about the longitudinal axis and a second bending rigidity about a

vertical axis, the first bending rigidity being less than the second bending rigidity.

15. (Newly added) The wheel suspension as claimed in claim 14, wherein the at least a portion of the middle region has a vertical height measured along the vertical axis and a horizontal width measured along the longitudinal axis, the vertical height being less than the horizontal width.

16. (Newly added) The wheel suspension as claimed in claim 13, wherein at least a portion of the torsional portion has a first bending rigidity about the longitudinal axis and a second bending rigidity about a vertical axis, the first bending rigidity being generally equal to the second bending rigidity.